

## **PART 4 NORTHEAST DISTRICT PLAN**

### **CONTENTS**

#### **BACKGROUND**

##### **Orientation**

##### **Existing Land Use and Zoning**

##### **District Issues**

##### **Northeast District Population and Employment Projections**

#### **SYSTEMS PLANS**

##### **Transportation**

##### **Water/Wastewater**

##### **Parks, Recreation and Greenways**

#### **URBAN FORM AND LAND USE**

##### **Planning for the Raleigh/Rolesville/Knightdale Area**

#### **SMALL AREA PLANS**

See Section 2 Small Area Plans for Capital Boulevard Corridor Plan, Raleigh Boulevard/Bufaloe Road Small Area Plan, Neuse River Corridor Plan, U.S. 401 North Corridor Plan, Northeast Regional Center/Urban Greenway Standards, Neuse River East Small Area Plan, Triangle Town Center Small Area Plan, Wake Crossroads Small Area Plan and Foxcroft Neighborhood Plan .

#### **MAPS**

### **Background**

#### **Orientation**

The planning area boundaries follow Crabtree Creek and the CSX Railway on the west; the Neuse River, Forestville and Milburnie roads on the east; and U.S. 64 on the south. This plan area contains 30,819 acres, 21,659 of which are in the Raleigh jurisdiction. In addition, 9160 acres are outside the Raleigh ETJ, in Wake County's jurisdiction. These portions of the County's jurisdiction have been included for planning purposes per the Interlocal Cooperation Agreement between Wake County and Raleigh. This agreement provides for mutual City-County approval of land use plans, joint responsibility for sewage treatment, and the eventual extension of Raleigh's jurisdiction into the area currently under the County's jurisdiction.

#### **Existing Land Use and Zoning**

The two predominant types of land use in the Northeast District are vacant and residential land. Single family dwellings account for 29 percent of land, while multifamily units comprise just over 6 percent of the area. About 9,616 acres or 44 percent of the district is vacant. Manufacturing and industrial uses occupy over 1800 acres, up from 900 in the 1980s. Service and other uses are each less than 5 percent of the total. Residential zoning applies to 11,871 acres, or 60 percent of the total land in the district. About 5,677 acres are zoned industrial, 1006 acres for retail /commercial, and 142 acres for office and institutional zoning. There is also a large portion of land with overlay zoning, particularly the special highway overlay districts, or SHODS.

## **Population and Employment**

In 1991 the Northeast District had a population of 27,993 persons or about 11 percent of the Raleigh total population. By 1998 this area had grown to 36,803 persons, making it the 5th most populous district. Between 1991 and 1998 population increased by 31.5 percent. In 1995 there were 23,913 jobs in this district; 9 percent office, 10 percent highway retail, 19 percent retail, 28 percent industrial and 34 percent service.

## **Systems Plans**

### **Transportation**

The most significant additions to the street system in the Northeast will be the Northern Wake Expressway, the easterly extensions of Raleigh Boulevard and Spring Forest Road, completion of Southall Road from the proposed Spring Forest Road to Rogers Lane at U.S. 64 east, and upgrading to freeway status the portion of U.S. 1 north of the proposed Northern Wake Expressway. A planned minor thoroughfare improvement is the extension of Highwoods Boulevard to the proposed Raleigh Boulevard. East of the river, projects include the Hodges Road/Old Milburnie Road connector, continuation of Raleigh Boulevard to the Northern Wake Expressway and Forestville Road, realignment of Mitchell Mill Road at U.S. 401, and realignment of three minor thoroughfares east of Forestville Road. Public transportation services in the Northeast District meet the current demand. The intense urban development which is projected for the U.S. 1 North and the U.S. 64 east corridors make these prime candidates for fixed guideway transit systems in the future. A regional rail transit corridor is planned for the eastern boundary of the district, with station locations at Spring Forest Road and the Northern Wake Expressway.

### **Water/Wastewater**

City water extension plans provide for phased construction of major lines, water tanks, and other facilities to serve the Northeast District. A system of 30", 24", 16", and 12" water distribution lines are planned for virtually all of the major roads in the district. The Neuse River sewer interceptor is complete in the Northeast District. The City will construct some trunk sewers along Milburnie and Beaverdam Creeks. Private development will extend other sewers.

### **Parks**

There are one search areas for community parks in the Northeast District and two search areas for neighborhood parks. The major park areas are located in conjunction with the Neuse River, which is recognized as a separate major recreational facility. The Anderson Point property in the Southeast Planning District affords the opportunity to develop the river as a major recreational corridor. A plan for the Neuse River, "Neuse River Corridor Comprehensive Recreation Master Plan" was prepared along with the "Anderson Point Park and Milburnie Park Master Plan Development." These plans were prepared for the Raleigh Parks, Recreation and Greenways Advisory Board. This plan is available from the City of Raleigh Parks and Recreation Department. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

## **Urban Form and Land Use**

Large undeveloped land tracts, developing infrastructure, and the Neuse River make the area attractive for development. There are two gateway corridors with employment-generating land uses: U.S. 1 north and U.S. 64 east. Focus areas, retail areas, and other nonresidential uses for the three gateway corridors, U.S. 1, U.S. 401 and U.S. 64, are detailed in corridor plans. Almost all of

the major focus areas outside of the three corridors lie along the Northern Wake Expressway: a regional center and regional intensity area at Capital Boulevard, a city focus area at U.S. 64 east, community focus areas at U.S. 401, Buffalo Road, and near the proposed Raleigh Boulevard interchange. Neighborhood focus areas are planned for Buffalo Road at Spring Forest Road, Raleigh Boulevard at Southall Road, U.S. 401 at Forestville Road, Buffalo Road east of Old Crews Road, Milburnie Road at Watkins Road, and Milburnie Road at Rolesville Road. Most of the remainder of the district should be reserved for residential uses. Land along the Neuse River and adjoining wetlands and creeks should be developed primarily as residential to protect these areas. Cluster housing developments could create common open space and preserve significant environmental features. Higher density residential developments in transition areas can provide additional affordable housing.

#### **SMALL AREA PLANS**

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